

THE MEMPHIS APPEAL.

ESTABLISHED 1840.

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VOL. XLVI--NO. 68.

It is comforting even to us in free America to notice the rapid strides England is making toward the inevitable proof that the race in the mother land has lost nothing of its virility or love of liberty. When the monarchy and the aristocracy and the church goes, the English-speaking people will stand united on a solid basis of individual liberty, and can then take up their tasks as propagandists of freedom.

The condition of our paved streets is bad beyond words to tell. The dust, full half inch deep, has been refined by a process of pulverizing the wheels of vehicles, and it is carried in clouds when the wind prevails, but at all times is ascending and finding its way into offices, stores and dwellings, destroying books, furniture and clothing to the amount, it is safe to say, of half a million dollars annually. If a street force of 100 men was kept constantly at work at \$1.50 each per day to sweep and keep the streets clean it would save the citizens fully \$450,000 per year and from much discomfort and annoyance. This, too, besides that they would not, as now, be compelled to swallow powdered horse manure with almost every respiration. Clean streets are as essential to a good sewer system, and both are among the best evidences of civilization.

The position taken by Col. Montgomery as to payment for street privileges is the correct one. It should have been enforced long ago, not only here, but in all American cities. Failure in that direction has cost Memphis the control of its best streets, which are now really owned by the gas, the water, the telegraph, telephone and street railroad companies. It is, therefore, too late to attempt to enforce it. The granting of right of way to a second or third gas company is merely conceding the right of competition in a field that has already all but passed from the control of the Council. The city itself contemplates becoming a competitor of the Water Company, and it can only do so by an invasion of the streets and alleys already occupied by the Water Company's pipes. If Memphis had had a Col. Montgomery thirty years ago to look after her interests, such a suggestion would then have been in order, but even in that early day it would have been defeated on the score of public necessity, just as it will be in this. It is too late to lock the stable after the horse has got out.

The courage that comes of culture and education was admirably exemplified by the women who were passengers on the Oregon, the "racer of the ocean." The New York Tribune says that "after the collision the first credit is given to the women passengers for coolness, bravery and dignified behavior. The men in the first cabin are said to have come next in freedom from panic and in the repression of selfishness, but not all of them had self-command enough to refrain from convulsive struggles to get into the boats, and not all of them remembered at that exciting moment the courtesy habitual to them. The women, however, behaved nobly and, so far as can be ascertained, perfectly. Helpless and utterly dependent as they were, they made no trouble, got in nobody's way, abstained from all nervous collapses, did not add to the general distress by screaming or crying, implored no one to save them, but conformed to all the requirements of the situation as calmly and promptly as if they had been thoroughly used to shipwreck." Score one more victory for the women.

The Chicago Tribune, following the lead of the North American Review, to which publication we are indebted for a very complete expose of landlordism in the United States, takes up the case of William Scully, an Irishman, who seems to have profited by the lessons of absenteeism taught in his own country, and to be living in London in the enjoyment of all that the world's capital affords of pleasure on the rents wrung from tenants whose miserable condition is a sad and mournful contrast with the happy state of their neighbors who cultivate their own lands. Scully, of course, has no heart, no soul. He cares nothing for his tenants. His sole concern is to bind them so fast as to make them his slaves for five or more years, perhaps for life. He doesn't wield the lash of the slave driver, but he can put the screw of the law to them and take all that they have if it is necessary to satisfy his claims. He is within the limit of the law, and no matter what heart-break, sorrow and degradation may follow to his enslaved tenants he cannot be interfered with. By his system thousands of men, women and children are kept in a state bordering on pauperism that he, one man, may live in luxury and lord it at his pleasure over human chattels. Negro slavery was a great wrong. In what is this less so? Slavery was guaranteed by the federal and the constitution of the States in which it existed, but it was swept away and without compensation to the owners. What is there to prevent the people sweeping away Scully's ownership in land in the same way and for the same reason that it is a wrong, the remedy for which must be radical and effective? The people of the Northwest rightly and justly declare against Chinese labor because of its tendency to degrade American laborers. For the same reason American farmers will insist that the breed of the Scullys be smothered in its incipency. A way must be found to save the country from the curse of Scully.

A CONFERENCE DECLINED.

VICE-PRESIDENT HOSIE'S REPLY TO MR. POWDERLY.

Reasons Why the Missouri Pacific Will Not Treat with Knights of Labor.

St. Louis, Mo., March 19.—The following reply of Vice President Hosie to the request of Master Workman Powderly for a conference was telegraphed to that gentleman late this afternoon:

MISSOURI PACIFIC RAILWAY COMPANY, EXECUTIVE DEPARTMENT, ST. LOUIS, MO., March 19, 1886.

T. V. Powderly, Kansas City, Mo.

I have just received your telegram of the 18th inst. asking if I will meet yourself and committee to arrange a settlement of the pending difficulties. As this company now has contracts and agreements with various labor unions and organizations, and are willing to continue to make such agreements as circumstances may require with such organizations of its employees as have shown a disposition to carry out in good faith their undertakings, and as it has had in the past contracts with your organization, and its representatives have heretofore had conferences with yourself and other members of your executive committee, it is not just and courteous that I should give you the reasons for this company now declining to meet yourself and your executive committee, which it would have done before this strike was inaugurated. The usual object of such meetings between railway companies, through their representatives, and committees of their employees, is either to discuss such differences as may have arisen in order that an understanding may be reached between them, and such mutual concessions made as will avoid strikes and the losses resulting therefrom. On the other hand, to settle and compromise such differences between the parties after the grievances have been presented and redress refused, and after resort has fully been had to the strike as the only remedy. In the present case neither of the occasions for conference exists, but the anomaly is presented of a strike without a redressible grievance, which was entered upon without notice to the company, and which has resulted in the wanton and malicious destruction of the company's property by violence and incendiarism, and in almost the stoppage of its business by threats, intimidation and force. A review of the history of the past year is essential to a full understanding of the present conditions. The differences between this company and its employees, resulting in the strike of March, 1885, were settled by the voluntary intervention of the executive and the officers of the States of Kansas and Missouri, and not with your organization. The agreements subsequently entered into with committees of your organization have been faithfully carried out by the company. Minor grievances under these arrangements have from time to time been presented, considered by the management and adjusted in a manner apparently satisfactory to the petitioners, and for the sake of peace and harmony this company has repeatedly, on the demands of your organization, made changes in its staff by the removal of officials entirely satisfactory to the company but objectionable to some of your members. In our meeting with you of last August in New York your committee then stated that no grievances or complaints existed against the Missouri Pacific railway on the part of your organization, through your committee, but that it was necessary to your organization upon the Missouri Pacific road to force an adjustment of the difficulties then pending with another corporation. Similar action has been taken by your organization in three instances within the last eight months. First, in threatening that the members of your organization upon the Missouri Pacific railway would strike if it continued to exchange business with the Washburn road; second, when the members of your organization compelled a strike of a portion of the employees of this company in carrying out boycott against the Mallory line at Galveston, Tex.; third, in the present instance, when the existing strike was forced upon this company by the discharge of one C. A. Hall by the receivers of the Texas and Pacific railway, a road in the hands of the United States court, and the management of which this company has no voice or control, a fact which your organization fully recognized when your committee made application to the receivers of that road for the reinstatement of said employees. Instances might be cited where endeavors have been made to use this company for the purpose of boycotting individuals who had incurred the displeasure of your organization. An especially aggravated case of the failure of your organization to carry out its agreements was that of the workmen at the Palestine shops who, in the last days of February, stopped work on account of an alleged grievance, which was thereupon adjusted in a manner to their entire satisfaction, so they resumed work with an agreement to continue, under concessions made by the company, but within two days thereafter again left their work on the demand of your organization in ordering the present strike, and without any grievance whatever against this company. These continued stoppages of work on this company without cause have become so frequent that, believing the future will be as marked as the past, it cannot consistently be renewed the agreement voluntarily and arbitrarily abrogated by your organization, and longer submit to the management of our business. This company, through its representatives, is and has always been willing to meet the public, through committees or individuals, on matters of public concern, and if yourself or other intelligent citizens can suggest practicable methods whereby the present situation can be changed and traffic permanently resumed, this company will be pleased to meet yourself or them as citizens, but not as representatives of your organization, to discuss the pending difficulties of our employees, I desire emphatically to state that the responsibility for the future continuance of the present unjustifiable strike will not rest with the management of this company; but inasmuch as your organization has committed the error of striking first and endeavoring to negotiate afterward, it has the power to, and should, and the present troubles by permitting

such of our former employees and others as desire to work, to do so without fear and intimidation, leaving this company free to resume its operations and adjust with its employees, as it is at all times ready and willing to do, any grievances they may have.

H. M. HOSIE, First Vice-President Missouri Pacific Railway.

Govs. Martin and Marmaduke Will Act as Arbitrators.

KANSAS CITY, Mo., March 19.—Gov. Marmaduke of Missouri and Gov. Martin of Kansas, have decided that the public interest render it necessary for them to endeavor to act as mediators in the present strike. They have prepared a proposition which after consideration has been accepted by the strikers, and the two Governors left to-night for St. Louis to lay it before the railroad officials. The men agree to return to work on the basis of the settlement adopted at the close of the strike a year ago, that is, they will come back on the terms of agreement in force at the time they struck, simply making a request that the wages of bridge and track men be taken into account. The matter of Hall's reinstatement on the Texas and Pacific is not mentioned in the proposition. Mr. Powderly did not leave for St. Louis, as he had intended, but is in secret conference with the executive delegates this evening, and has not been interviewed since his receipt of Mr. Hosie's reply to his request for a meeting. The general feeling here is one of strong hope that the intervention of the State executives will secure a settlement between the officials and men, as it did a year ago, and an early conclusion of the strike.

POWDERLY'S REPLY TO HOSIE.

The following reply was sent to Mr. Hosie late to-night by Mr. Powderly:

KANSAS CITY, Mo., March 19.—H. M. Hosie, First Vice-President, Missouri Pacific Railway Company, St. Louis.

Since you will not meet with me as General Master Workman of the Knights of Labor, I must decline to meet with you in any other capacity, and the "responsibility for the future continuance" of the strike must be charged to the Knights of Labor, since the executive officer of that order will not be permitted to meet and co-operate with you in settling the strike. It was my intention, had you consented to meet with me, to endeavor to effect such a settlement as would prevent impositions being practiced upon the employees of your company by subordinate officials, and put an end to strikes on your lines for the future.

T. V. POWDERLY.

Mr. Powderly when seen at a late hour by an Associated Press representative, stated that he had concluded his business here, and would leave tomorrow morning, going probably to Detroit or Canada. The Executive Board, he said, discussed the situation to-night and decided to take no immediate action. They will now await the result of the conference of the two Governors with Mr. Hosie before doing anything further.

BIRMINGHAM, ALA.

The Street Railway Fight Brought to a Crisis.

Special to THE APPEAL.

BIRMINGHAM, Ala., March 19.—The street railway trouble on Eighteenth street reached a point to-day when Mayor Lake felt it incumbent upon him to take action for the preservation of the peace. The Birmingham and Pratt Mines Company crossed the rails of the Central. It was a serious situation here, with the Central, a road of the Georgia Central. It is fair to conclude that they are working up some deal to meet the new condition that will be created by the completion of the Memphis, Birmingham and Atlantic road to this place. A telegram came here this morning from Samuel Thomas, the Pennsylvania iron magnate, offering for certain iron ore lands near this city a price considerably above what was paid for them by iron men here yesterday.

The City Court jury in the case of J. B. Shackelford, charged with administering strychnine in whisky to his rival for the election of a third man's wife, returned a verdict of guilty last night. Punishment is left for the court to fix.

PORT SMITH, ARK.

Nominations Made by the Democratic Convention, Election First Monday in April.

(CORRESPONDENCE OF THE APPEAL.)

PORT SMITH, Ark., March 17.—The Democratic voters of the city, under a call of the City Executive Committee, met last night in their respective wards for the purpose of nominating a Mayor, Marshal, Recorder, Treasurer, and two Aldermen from each ward. Samuel Edmondson was made chairman of the First Ward meeting, S. H. Sherlock of the Second Ward, J. L. Hendrick of the Third, and John Dodson of the Fourth.

In the First Ward John Matthews and D. B. Sparks were elected Democratic nominees for Aldermen, Capt. W. H. Rogers and W. J. Johnston were elected in the Second, Levi Zinn and Henry Kuper, Jr., in the Third, Thomas Rogers and Henry Hinck in the Fourth.

THE CONDITION OF TRADE.

STAGNATION IN WESTERN BUSINESS CENTERS OWING TO

The Railroad Strike at St. Louis—No Improvement in the General Situation.

New York, March 19.—Special telegrams to *Brooklyn's* report no real improvement in the movement of general merchandise throughout the entire country, with the exception of the increase in traffic on the Eastern California railroads, owing to cut rates at St. Louis and Southwest thereof. There is continued stagnation and much impatience is manifested at business centers throughout Missouri, Kansas and Texas, owing to the continuance of the strike and the consequent embargo on trade. Brighter weather and a moderately active order demand for seasonable goods are reported from Cleveland, Detroit, Chicago, Burlington, Iowa and Kansas City.

At Eastern centers business has not improved, but is equal in volume and promise to that of a week ago. In general it has been uneven, with the most strength shown in dry goods. Stocks of the latter at first hands are lighter. Higher wages paid mill operatives tend to advance in prices, but the prospect of labor troubles under the market heavy and uncertain. Jobbers are doing better than last week. Print cloth is firmer at 1 1/2 per cent. for 4-6.

Wool is now limited, heavy and lower in price. Mill supplies are light, but labor troubles are held by mill owners to be a menace to the trade outlook, and holders are standing prices at seaboard.

Iron presents few features beyond the weakness of unfinished iron at Pittsburgh, prices of which are as low as they were last autumn, while quotations for pig are \$1.50 higher. Pittsburgh is reported more bullish on pig iron than any other producing center.

The general industrial situation has not improved. The strikes of the southwestern railway employees of bituminous coal mines and of the texture mill operatives continues and the strike at Pittsburgh of 1200 employees of the National Tube Works and of 1500 clock and sundial makers at New York brings the grand total of those on the strike up to 55,000.

Wheat is duller and lower again on western estimates of a heavier reserve on July 1st than had been expected. Bradstreet estimates from available data points to a total stock, visible and invisible on July 1st, of about 60,000,000 bushels on both coasts. Other grains present no feature. The hog products, though in strong hands, are not active. Coffee is easier under a small demand, and heavy offerings of tea at auction have had a like effect.

Low prices for sugar in London affect the market here.

Coffee is easier under a small demand, and heavy offerings of tea at auction have had a like effect.

Failures for the Week.

New York, March 19.—The business failures throughout the country during the past seven days, as reported to *R. L. Dyer & Co.*, number for the United States 190 and for Canada 35, or a total of 225, as compared with a total of 239 last week and 246 the week previous to last. The gradual decline in casualties in this country still continues, but in Canada, failures seem to be on the increase as the spring opens.

WASHINGTON NOTES.

PENSION BILL APPROVED.

WASHINGTON, March 19.—The President has approved the bill to increase the pension of widows and dependent relatives of deceased soldiers and sailors.

DEATH OF CAPT. BATES.

Capt. W. P. Martin, United States army, retired, died this morning at his residence in this city.

TELEPHONE IN KENTUCKY.

The Secretary of State has received a communication from the Consul General of the United States at Berlin, in which he states that within the last few weeks, not less than thirty to forty cases of trichinosis have been discovered in Zettichan, a town in Silesia, and vicinity. Similar cases, he says, have been reported from time to time from other places in Germany, showing that the theory which led to the prohibition of American hogs has received a set back by facts which cannot be denied. Mention is made of the great sensation created in commercial circles at Berlin, caused by the bill lately introduced in the United States Senate, the fate of which the manufacturers and exporters of Berlin look upon with no little degree of anxiety.

CONGRESSIONAL PLEASURE PARTY.

A party consisting of Senators Ransom, Ingalls and wife, Senator Sanbury and wife, Senator Palmer and wife, Senator Jackson, Mrs. Senator Mahone and daughter, Representative Ermentrout and wife, Representative Caldwell and Mr. H. Bryan of the Department of State and wife, will leave here to-morrow morning at 11 o'clock, in the special car "St. John," for Jacksonville and Tampa, Fla., via the Atlantic Coast Line, en route to Havana, Cuba, where they will arrive next Tuesday afternoon. They will remain three or four days in Havana, and will make several stops in Florida on their return. They expect to be absent about ten days.

GEN. HOWARD PROMOTED.

Brig.-Gen. Howard was to-day nominated as a major-general in the army. Pope retired. In view of the fact that Maj. Gen. Pope has expressed a preference for the command of the division of the Atlantic, it is now thought likely that Maj. Gen. Terry will be assigned to the command of the division of the Missouri, and Maj. Gen. Howard to the command of the division of the Pacific. It is not probable, however, that the question of assignment will be settled until Gen. Howard's nomination shall have been acted upon by the Senate. Col. Roger and Merritt are said to have been selected for promotion as brigadier-generals.

EDITIONS TO BE HEARD.

The House Committee on Post-offices and Post-roads, on Tuesday, the telegraph boys' agitation under the Anderson bill, next Tuesday, 23d inst., will hear any and all parties desiring to be heard on the subject of alleged discriminations against them by the Western Union Telegraph Company, and attempt to coerce them into making exclusive contracts, etc.

CLOSING OUT!

Ladies' Phaetons,

Doctors' Phaetons,

Barouches,

Top Buggies,

Open Buggies,

Speeding Buggies,

Spring Wagons,

Farm Wagons,

Road Carts, Etc., Etc., Etc.

Being desirous of Closing Out this branch of our business, consisting of Vehicles of all styles and qualities, we will offer them for the Next 90 Days at FIRST COST. Coldwater Road Carts \$25 each. Call early and make your selection.

WOODRUFF-OLIVER CARRIAGE AND HARDWARE COMPANY.

BETHLEHEM & CLAPP, Assignees.

DE FUNIAC SPRINGS.

Lectures Before the Florida Chautauque Assembly.

DE FUNIAC SPRINGS, FLA., March 19.—The Florida Chautauque Assembly continues to increase in interest and numbers. The college of cookery will send out missionaries to revive this lost art in the South. The institute of music has adopted the Caccini system for voice culture and chest expansion. Two remarkable papers were read to-day, one by Dean Wright of Boston, on "The Language of Insects," and the other by Dr. T. T. Eaton of Louisville on "The True Aristocracy." This gentleman advocated a more centralized government, ruled by an aristocracy of the purest and wisest.

Lundborg's perfume, Edenia.

Lundborg's perfume, Alpine Violet.

Lundborg's perfume, Lily of the Valley.

Lundborg's perfume, Marchal Niel Rose.

Dry Goods Imports at New York.

New York, March 19.—The total imports of dry goods at this port during the past week were valued at \$2,972,007, and the amount thrown on the market at \$2,730,867.

TRY THEM! TRY THEM! TRY THEM!

Try Zellner's English Walking Shoes.

ZELLNER'S \$3.00 Shoes, in all styles, are the best in the city.

ZELLNER'S \$5.00 Shoes, in all styles, are the best in the city.

ZELLNER'S Boys' Shoes are the best that are made.

ZELLNER'S Ladies' Shoes and Slippers are the handsomest, shapeliest and most stylish, and are cheaper than any other shoes.

ZELLNER'S \$2.00 Ladies' Kid Button Shoes, with silk worsted but in holes, are the greatest bargain you have ever seen.

CORSET SHOES For WEAK ANKLES—Sole Agents.

Send your orders or come and examine our grand assortment of FINE BOOTS.

ZELLNER & CO., 300 MAIN STREET.

Illustrated Catalogue Sent Free on Application.

J. L. FROST,

Cor. Second and Monroe Sts.,

TAILOR.

Would call attention of his friends and just ones to his

NEW SPRING STOCK.

Comprising the choicest and latest styles of Foreign and Domestic Goods.

Having taken special note in their selection, I am pleased to say to my customers and public who favor me with a visit, to show them just a few of our new styles in leading houses.

PIANOS and ORGANS.

Direct from factory to purchasers, saving 25 per cent. Write

Monte Pickens & Co., Memphis.

GOOD NEWS!

A. HEXTER,

No. 214 Main St.,

Has just received a large stock of the latest styles of

CASSIMERES AND WORSTEDS.

For Pants, which we will make to order at much less than the usual price.

Having taken special note in their selection, I am pleased to say to my customers and public who favor me with a visit, to show them just a few of our new styles in leading houses.

For the coming season at our usual low prices.

A. HEXTER, No. 214 MAIN ST.

To Merchants and Planters.

AGENCY Dodson & Jarrell Plows, all grades, and Mitchell and Murray Saws, Plow, all assortment in stock. TOOP, McDOWAN & CO., W. H. BATES, S. C. TOOP.

S. C. TOOF & CO.

Printers,

Lithographers,

Blank Book Manufacturers,

No. 272 Second Street,

LEMMON & GALE

WHOLESALE

Dry Goods, Notions, Hosiery,

GENTLEMEN'S FURNISHING GOODS,

Nos. 326 and 328 Main St., Memphis, Tenn.

WE ARE IN DAILY RECEIPT OF DESIRABLE SPRING AND SUMMER GOODS, which we offer to the Trade upon the most favorable terms. Our prices will compare favorably with those of any market in the United States. We are Agents for Tennessee Manufacturing Co.'s Plaid, Drills, Sheetings, Shirtings, Etc.

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J. R. GODWIN & CO.

Cotton Factors

And Commission Merchants,

Nos. 34 and 36 Madison Street, Memphis,

P. McCadden, W. F. Dunaway, Martin Kelly, J. E. Mark.

P. McCadden & Co.

GROCERS & COTTON FACTORS,

No. 368 Front Street, Memphis, Tenn.

WE have admitted JOHN E. MARK as a member of our firm, to date from March 1, 1886. P. McCadden & Co.

Our Mr. MARK will give his special attention to all Cotton consigned to us.

Electric Belt Free

TO introduce it and obtain agents we will for the next sixty days give away, free of charge, in each county in the U. S., a limited number of our famous Electric Belts. These belts are made of the finest materials, and are guaranteed to cure all cases of Rheumatism, Neuralgia, Sciatica, Catarrh of the Bladder, etc. They are also useful in all cases of weakness, and are a most valuable remedy for all who suffer from any of the above named ailments. Address at once HUBBARD BROS. AGENCY, P. O. Box 179, Brooklyn, N. Y.



E. SLAGER, : : : TAILOR.

MY SPRING AND SUMMER STOCK is now complete, consisting of the latest and choicest designs in all the Novelties introduced in foreign markets. My selections are made with great care as to style and quality, in order to offer to the public the latest fashionable goods at reasonable prices. I wish to make special mention of my selection of a large assortment of the most elegant designs in ENGLISH SUITING, which are now ready for inspection of my friends and the public, at my old stand.

Cor. Second and Jefferson Sts.

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